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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
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Hongkong Daily Press.

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The Highest Possible Award.
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Of highest Quality, and having
Greatest Durability are there-
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The Only Award Chicago, 1893

NO. 14,949, 號九十四百九千四萬一第一 日大十月二年二十三號光 HONGKONG, SATURDAY, MARCH 10TH, 1906. 六拜禮 號十月三年六零百九千一英港香 PRICE, \$3 PER MONTH.



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A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS,
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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$3.80 per bag ex Factory.

SHewan, TOMES & CO.,
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Hongkong, 1st October, 1905. [s271]

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THE VAMPIRE NEMESIS
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By "DOLLY" (author of "China Coasters," etc.).

PRACTISED NOVEL READERS in
want of a relish, allow the Baron to recom-
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which will hold you enthralled for just about
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Of Messrs. KELLY & WALSH, and J. C. LOGAN
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Hongkong, 7th March, 1906. [s74]

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BRIEF (suitable for Lawyers' Offices) and
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New and in good condition.
B-A-G-A-I-N PRICES.
From \$12 to \$250.

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Hongkong, 8th March, 1906. [s81]

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Hongkong, 25th October, 1905. [s19]

TO THE INHABITANTS OF THE
COLONY OF HONGKONG.
FREE VACCINATION.

TAKE NOTICE that VACCINATION
is performed Free of Charge at the
GOVERNMENT CIVIL HOSPITAL,
TUNG WAH HOSPITAL, ALICE
MEMORIAL HOSPITAL and NETHER-
SOLE HOSPITAL, on the days and at the
times specified below, and that you are strongly
advised to avail yourselves of this privilege and
attend at one of these places with your children
to be Vaccinated in order to protect yourselves
from Small Pox.

G. A. WOODCOCK,
Secretary, Sanitary Board,
GOVERNMENT CIVIL HOSPITAL:
Every day except SUNDAY from 2 to 4 P.M.
TUNG WAH HOSPITAL: On the 1st day
of the month (Chinese reckoning) and
every alternate day subsequently, at 10 A.M.
ALICE MEMORIAL HOSPITAL: On
MONDAYS and THURSDAYS, at 12 NOON.
NETHERSOLE HOSPITAL: On WED-
NESDAYS and SATURDAYS, at 11 A.M.
Hongkong, 27th February, 1906. [s76]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED:
IN LIQUIDATION.

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WEEK DAYS.

7.00 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.45 p.m. ...Every 10 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,
every 1/2 hour.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 80 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
1.30 p.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every 1/2 hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 18th July, 1905. [s260]

REDUCED PRICES.

FILM or PLATE F. P. CAMERAS fitted with "Ross," "Zeiss," "Dallmeyer" and
"Goerz" Lenses, Price from \$25.00 to \$200.00.
PLATE or FILM F. P. CAMERAS, Price from \$10.00 to \$100.00.
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EASTMAN KODAKS, Price from \$10.00 to \$75.00.

WE have just landed a large consignment of Photographic Goods. We invite you to come
and inspect our new stock.

A. TACK & CO.
28, DES VOEUX ROAD, HONGKONG. [s39]

LANE, CRAWFORD & CO.

CARPETS! CARPETS!! CARPETS!!!
THE FINEST SELECTION OF

AXMINSTER, WILTON,
VELVET PILE &
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EVER SEEN IN THE FAR EAST

AXMINSTER PARQUET SQUARES,
WOVEN IN ONE PIECE WITHOUT SEAM.

DURING MARCH ALL CARPETS WILL BE MADE AND
FITTED "FREE OF CHARGE."

LANE, CRAWFORD & CO.

Hongkong, 20th December, 1905. [s83]

THE LAHMEYER ELECTRICAL CO. LTD.
LONDON.

THE FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to— SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [s84]

POTASH WATER.



Per Case of 50 Bottles \$13.00 ... Per Dozen \$3.10
Per Case of 100 Half Bottles \$23.00 ... Per Dozen \$3.00
Per Case of 100 Splits \$14.00 ... Per Dozen \$1.80

MIXES EXCELLENTLY WITH SPIRITS.

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CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
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Hongkong, 1st March, 1906. [s84]

CHUN SENG.
No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA,
TRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited
Hongkong, 27th May, 1905. [s499]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

BRANDY	***	Per Case.
"	***	20.00
"	**	16.75
WHISKY, PALL MALL		20.00
JOHN WALKER & SONS' OLD HIGHLAND		12.50
C. P. & CO.'S SPECIAL BLEND		10.50
PORT WINE, INVALIDS		20.00
DOURO		13.75
SHERRY, AMOROSO		20.00
LA TORRE		16.00
BENEDICTINE, D.O.M.		40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

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MACKIE'S
WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$14.00 PER DOZEN.

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MITSUI BUSSAN KAISHA
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HEAD OFFICE—1, SURUGA-CHO, TOKYO.
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New York, San Francisco, Hamburg, Bombay, Singapore, Suez, Manila, Amoy, Shanghai, Chefoo, Tientsin, Nanking, Port Arthur, Seoul, Chinkiang, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Madsuru Miike, Hakodate, Taipeh, etc.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
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112

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Spirit, because "it comes through the SODA."

Try HAIG & HAIG'S WHISKIES—pure, mellow, matured, non-smoky, delicate flavour.

Once tried, preferred to all others. Sole Agents for Hongkong:

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JOHN ROBERTS & COMPANY, LTD.
BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No.1, to following Specification, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whiopord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes with 'ever for levelling complete with the following accessories:

12 Selected Ash Cues.
1 Billiard Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
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1 Dust Cover for Table.
1 Dust Cover for Table.
1 Straightedge and 1 Circle.
1 Spirit Level.
1 Smoothing Iron with Shoe.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 net.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Office of this paper.

Hongkong, 1st April, 1904. [s871-1]

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD. KOBE.

AGENTS: F. BLACKHEAD & CO. [1905]

Hongkong, 16th August, 1905.

W. BREWER & CO.
23 & 25, QUEEN'S ROAD.

The Great Siege: The Investment and Fall of Port Arthur, by W. Norriss \$25.00

Reminiscences of a Retired Diplomat, by Sir Frederick St. John ... 5.50

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General Booth "Prophet of the Poor" ... 1.75

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Seals' Stamp Albums; New Edition, Various Prices.

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The Leopold Shakespeare, Clear Type ... 2.50

SUPREME COURT.

Friday, March 9th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE) AND MR. A. G. WISE (PUISNE JUDGE).

THE NATIONAL BANK OF CHINA, LTD. v. P. LEMAIHE AND CO.

This case, in which the plaintiffs claimed from the defendants the sum of \$10,000 on a bill of exchange, again came on for hearing.

Mr. E. H. Sharp, K.C., instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs, and Mr. M. W. Blake, instructed by Mr. F. P. Hett (of Messrs. Bruton, Hett and Goldring), for the defendants.

The Chief Justice said—We think it must have been apparent to both parties that the Court took a very strong view with regard to the evidence to be derived from the books of the bank, and subject of course to anything Mr. Sharp may have to say, we are strongly of opinion that the case cannot be carried further than the books, and that as those did not show there was any credit given to Edwards, Piry & Co's. liquidators' account when they took the bill and the promissory note, they cannot be held to be holders in due course. We thought it right to let you know at once—we considered the matter yesterday—in order to save both sides enormous trouble and the cost that would be involved in hunting through the books. The only question is that as Mr. Sharp may have a great deal to say in the matter, we want you clearly to realise the view we take—that as the books do not show that the documents, the bill of exchange and the promissory note, were taken and credit given for them, the bank was merely the holder for collection, and not in due course. That seems the only inference to be drawn from *Curry v. Misra* and the Clydesdale Bank case; so it now remains for you to decide what steps you would like to take.

Mr. Sharp—I should like to consider your Lordships' observations. I quite apprehend your Lordships' position, and am very much obliged for the intimation. I think if I am able to meet the case it will not be on Mr. Phayfair's personal evidence, as his knowledge of the books is not large.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

LEAVE TO APPEAL GRANTED.

In the matter of the claim of To King to land in the New Territories known as claim S. survey district No. 2 and in the matter of the New Territories Land Court Ordinance 1900 and 1904.

Sir H. S. Berkeley, Attorney General, instructed by Mr. F. B. L. Bowley, Crown Solicitor, made application.

The Attorney General—I move for leave to appeal to the full court against so much of a decision or finding of the Land Court as allowed the claim of one To King to waste land within the boundaries mentioned. I move on the grounds that such allowance is erroneous inasmuch as To King did not establish any title to such waste land in the New Territory as against the Crown. The application is made under Ordinance No. 13 of 1903, and your Lordship will observe that by that Ordinance at any time before a title has been granted power is given to the Chief Justice, when proper cause is made out, to grant leave to the Crown to appeal against any judgment of the Land Court delivered either before or after the passing of that Ordinance. The grounds, on which I establish cause for your Lordship to make an order are set out in an affidavit by the Crown Solicitor, and the portion which is the subject of my application is what may be described as waste land. The Government has granted a Crown lease for a wide extent of cultivated, orchard land and houses and for a part described as the whole village of Anshawan, but we dispute the right of the claimant to ask for a grant of any portion of land comprised in what is described as a large strip of foreshore which is not covered by water at high tide, and has not been reclaimed. The first proposition I submit I will be able to establish is that all the land in the New Territories is by virtue of the concession of the Territories and also by virtue of the operation of the Land Court Ordinance of 1900, *prima facie* the property of the Crown, and that any person (claimant before the Land Court) claiming land in the New Territories has it thrown upon him to establish a claim superior to that which *prima facie* is in the Crown. It is for the Land Court to establish the fact that a claimant is entitled to land within the territories of the King. There have been decisions in this Court to that effect and your Lordship will observe that we are not appealing against the whole decision, but only that portion which allows waste land to the claimant.

His Lordship—Is it your contention that the lease of the New Territories to the Crown of England transfers the rights of the Crown of China to the Crown of England?

The Attorney General—Absolutely, during the term of that convention. The authority for that contention will be Ordinance No. 4 of 1900 section 17. We have it established that all land in the New Territories is the property of the Crown, but in order to prevent misappropriation, the Government must grant to every person who establishes a claim. When the Land Court reports to the Government's finding the Government must give a title appropriate to the claimant. What we say here is that the Land Court have had no right to find this man entitled to receive any title from the Government in respect of waste land. Your Lordship will find from reference that waste land cannot be held in China.

His Lordship granted the application for leave to appeal, on a date to be fixed.

IN BANKRUPTCY.

ADJUDICATED BANKRUPT.

Re the Shum Wo Sang Sang firm, *ex parte* Chan Wing, creditor.

This was a public examination by Mr. G. H. Wakeman, official receiver. Mr. F. X. D'Almeida e Castro appeared for petitioning creditor.

Lui Yuk-sun said he was a partner in the bankrupt firm of coal merchants. The other was Wong Yu-nam. They started business in January or February of 1904 with a capital of \$3,000, of which witness invested \$2,500. They sold coal to two steam launches, eighteen houses and two establishments at Canton. Witness managed the business and his other partner sat down in the shop.

Mr. Wakeman—Do you mean he did nothing?

—Sometimes people brought in money, and he took it.

What did he pay for his share?—\$1,500.

Did he draw any?—No.

Did he receive wages?—Yes, at the rate of 85 per month.

Did he get the interest on his capital?—There was a loss, and in consequence no interest to receive.

What did you pay your fokis?—Some \$5, some \$6 and some \$6.50.

Do you supply them with food?—Yes; also barbers, tobacco, etc.

Then your partner was paid less than the ordinary fokis of the shop?—Yes.

Where did you get the \$2,500 to put into the business?—It was my savings.

How much do you spend a year?—About \$250.

How do you account for the business suspending payment?—Owing to bad debts, which we were unable to collect.

The public examination was closed and on the application of Mr. Almeida, the debtors adjudicated bankrupt. Mr. Wakeman, official receiver, being appointed trustee.

CONNAUGHT HOUSE FAIR.

Re the Hong Lok Lee Tai (or Connaught House) *ex parte* the debtors.

Another public examination conducted by the Official Receiver. Mr. H. Hursthouse (of Messrs. Denney and Bowley) appeared for the debtors.

Chan Hing-lun said he was one of the partners of the Connaught House Hotel.

Altogether there were five with a total capital of \$7,500. They took over the hotel on Nov. 1st, 1904, paying \$7,000 for it. They took over the lease and furniture from the Po-fan. Witness acted as steward, and looked after the provisions and servants. He had not drawn anything out of the business. His salary was \$25 per month, and out of that amount he paid \$5 to the godown keeper. They paid \$1,650 monthly for rent of the hotel. For the first few months the business paid, but between August and September last there was a scarcity of boarders. Some boarders left owing them over \$2,000. Witness had nothing to do with the receipt of monies, but there might have been a disagreement among the partners in connection with this matter.

Li Ching-ning, sworn, said he acted as comptrollers and took charge of the monies received. There was no dispute between the partners about monies received. If he was absent one of the other partners could receive a payment of.

In answer to Hung Mok-hoi, a creditor, he said they owed \$1,600 for house rent and \$300 on account of furniture. He did not know whether they had not paid for provisions supplied for the last four months, and could not state the total amount received, even approximately. The Company paid a solicitor \$100 for representing them in this matter. He did not know that during the last four months they had collected \$15,000 from visitors and boarders.

After another partner had been called the examination was adjourned.

SANITARY MEASURES RESPONSIBLE.

Re Mak Kwai-sheung *ex parte* the debtor.

The Official Receiver conducted this public examination, and Mr. A. J. Gardiner (of Mr. O. D. Thomson's office) represented the debtor.

Mak Kwai-sheung said he was master of the Chinese wine shops known as the Fu Yeo and the Sui San Yeo. He started the first business thirteen or fourteen years ago with a capital of \$2,000. For a time business was good and he made between \$200 and \$300 a year, which was just sufficient to pay his family expenses. He opened the second shop about two years ago.

How do you account for your failure?—I had to pay a heavy licence fee, and of late business has been bad.

How is that?—On account of the laws introduced by the Sanitary Board in connection with overcrowding. Previously large numbers of people occupied one flat, but many were forced to get houses of their own. On account of having to pay higher rent their profits were reduced, and as a consequence they have had to restrain from drinking sambu.

The examination was closed and on the application of Mr. Gardiner the debtor adjudicated bankrupt, the official receiver being appointed trustee.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

A LUKONG SUED.

Wadhama Singh sued Lukong Kweng Tui to recover the sum of \$10, money lent.

Defendant admitted the debt.

His Lordship—Another policeman, but the Captain Superintendent knows about it, I suppose.

Defendant—If I am given a week's time I can pay it all off.

His Lordship granted the application for leave to appeal, on a date to be fixed.

IN BANKRUPTCY.

ADJUDICATED BANKRUPT.

Re the Shum Wo Sang Sang firm, *ex parte* Chan Wing, creditor.

This was a public examination by Mr. G. H. Wakeman, official receiver. Mr. F. X. D'Almeida e Castro appeared for petitioning creditor.

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Did he receive wages?—Yes, at the rate of 85 per month.

Did he get the interest on his capital?—There was a loss, and in consequence no interest to receive.

What did you pay your fokis?—Some \$5, some \$6 and some \$6.50.

Do you supply them with food?—Yes; also barbers, tobacco, etc.

Then your partner was paid less than the ordinary fokis of the shop?—Yes.

Where did you get the \$2,500 to put into the business?—It was my savings.

How much do you spend a year?—About \$250.

How do you account for the business suspending payment?—Owing to bad debts, which we were unable to collect.

The public examination was closed and on the application of Mr. Almeida, the debtors adjudicated bankrupt. Mr. Wakeman, official receiver, being appointed trustee.

CONNAUGHT HOUSE FAIR.

Re the Hong Lok Lee Tai (or Connaught House) *ex parte* the debtors.

Another public examination conducted by the Official Receiver. Mr. H. Hursthouse (of Messrs. Denney and Bowley) appeared for the debtors.

Chan Hing-lun said he was one of the partners of the Conna

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

A FONG'S PHOTOGRAPHIC STUDIO has REMOVED to No. 31, QUEEN'S ROAD CENTRAL, above Watkins, Limited, Apothecaries' Hall, Entrance in the Lane next to Land Office.

Hongkong, 9th March, 1906. [596]

TO LET.

NO. 5, SEYMOUR TERRACE.

Apply to—

WONG KAM FUK,
Hongkong & Kowloon Wharf & Godown Co.
Hongkong, 10th March, 1906. 607

PUBLIC AUCTION.

THIE Undersigned has received instructions to sell by Public Auction, TO-DAY (SATURDAY), the 10th March, 1906, at 2.30 p.m., at his SALES ROOMS, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, WATER COLOUR PICTURES, OVER-MANTELS, DRAWING ROOM SUITES, CROCKERY, GLASS and PLATED WARE, BICYCLE and COOKING STOVE. TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 10th March, 1906. 608

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargoes hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th inst. will be subject to reut.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th March, 1906. [609]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND SIEATS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex.s. *Marmosa*, From Persian Gulf ex B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 9th March, 1906. [11]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:—

Leading Articles:—

The International Crisis.
Responsibility for the Nanchang Murders.

The Overrunning Evil in Hongkong.

The Chinese "Slavery" Cry.

China and Tibet.

Famine in Japan.

Hongkong Sanitary Board.

Kowloon Bowling Club.

Supreme Court Proceedings.

Marriage of the Hon. Mr. Pollock, K.C.

Royal Hongkong Yacht Club.

Royal Hongkong Golf Club.

A Prisoner's Death.

Chinese Surgery.

Canton News.

The Telephone at Shanghai.

Viceroy Chou-Fu and the Shanghai Municipality.

Shanghai General Chamber of Commerce.

A Great Raft for Shanghai.

The Nanchang Massacre.

The Development of Manchuria.

The Withdrawal of Troops from Manchuria.

Encouraging Commerce in the Philippines.

New Banking Law in the Philippines.

Singapore Harbour Scheme.

Company Reports.

China and Manilla Steamship Co.

Shanghai Companies.

Company Meetings:—

Hongkong Fire Insurance Co.

China Fire Insurance Co.

Green Island Cement Co.

Shipping Notes.

Currency Problems in China.

An Interesting Hongkong Banking Case.

Hongkong.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 9th March, 1906.

INTIMATIONS.

HONGKONG CLUB.

NOTICE.

THIE NINTH HALF-YEARLY DRAWING of Sixty-Five DEBENTURES of the HONGKONG CLUB, payable on SATURDAY, the 31st March, 1906, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock A.M., on SATURDAY, the 17th MARCH, 1906.

BEARERS of DEBENTURES are invited to attend the DRAWING.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 9th March, 1906. [598]

CHINA UNITED SERVICE RIFLE ASSOCIATION.

THIE FIRST PRIZE MEETING of the Association will be held on March 19th and following days.

BRITISH EVENTS or Stonecutter's Range.

NATIVE EVENTS on Kowloon City Range.

PROGRAMME:—

I. Rifle Championship Series.

II. Corbine Competition.

III. Nursery Competition.

IV. Affinity Competition.

V. Officers' Team Competition.

VI. The "HATTON" Challenge Cup (for Teams).

VII. The "Noel" Cup (for Teams).

VIII. Revolver Competition.

Entries close on 14th March.

The Rules of the Association and full Particulars can be obtained on application to

The Hon. SECRETARY, C.U.S.R.A.,

HEAD QUARTER OFFICE,

Fletcher Street,

Hongkong.

Hongkong, 9th March, 1906. [597]

WANTED.

IN KOWLOON 5 or 6-Roomed House, Furnished or Unfurnished.

Apply to—

"S. S. E."

Cars of "Daily Press" Office.

Hongkong, 9th March, 1906. [592]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1905. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office

Hongkong 26th Feb. 1906.

ENTERTAINMENTS

SPAMPAÑI'S EUROPEAN CIRCUS.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE CIRCUS IS LOCATED AT CAUSEWAY BAY.

SPECIAL CARS RUNNING.

GREAT BICYCLE POLO MATCH OR FOOTBALL ON BICYCLES,

THE HIT OF THE SEASON,

BY THE

WATSON TRIO

AND MISS ANNIE.

AUSTRALIA VERSUS ENGLAND.

TO-DAY (SATURDAY), MARCH 10,

GRAND MATINEE

AT 3.30 P.M.

Children Admitted at Half-Price.

Plan at the ROBINSON PIANO CO.

E. S. PAMPANI,

Proprietor and Director.

Hongkong, 9th March, 1906. [598]

THEATRE ROYAL CITY HALL.

GRAND ORCHESTRAL CONCERT

BY THE WELL-KNOWN BAND OF H.L.G.M.S. "FURST BISMARCK."

TUESDAY, 13TH MARCH, AT 9 P.M.

Booking Office at ROBINSON PIANO CO.

Dress Circle 83

Stalls 82

Pit 81

SOLDIERS and SAILORS in Uniform Half-price.

Hongkong, 9th March, 1906. [594]

NOTICE.

UNDER the distinguished Patronage of HIS EXCELLENCY SIR MATTHEW NATHAN, K.C.M.G., Governor of Hongkong.

A CONCERT

will be given in the THEATRE ROYAL,

CITY HALL, TO-NIGHT (SATURDAY),

the 10th March, at 9 P.M., in aid of the UNION CHURCH NEW ORGAN FUND, by the following artists:—

Mrs. D. E. BROWN, Mrs. GORDON, Miss HUMPHREYS, Mrs. KEUGER, Mr. CHALMERS, Mr. GONZALES, Mr. JOKI, Mr. KENNIS, Mr. LECKIE, Mr. STEWART and Mr. GRIMBLE.

Also, by kind permission of ADMIRAL BRUNSWICK, the Hand of the Flagship S.M.S. "FURST BISMARCK," under Bandmaster KARL JESSEN will play Fan Selections.

Tickets \$2.00 each may be had at Messrs. LANE, CLOWDOR & CO. (Mars Dept.) and Wm. POWELL LTD.; also, of Members of the Ladies Committee of the Church, or the Undersigned.

A. MACKENZIE,
Hon. Secretary.

Hongkong, 2nd March, 1906. [591]

NOTICE TO SHAREHOLDERS.

THIE THIRD ORDINARY MEETING of Shareholders in the above Company will be held at the Company's OFFICE, ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria, on SATURDAY, the 24th March, 1906, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 21st March, both days inclusive.

Consumption. Lung Troubles.

PREScribed
BY DOCTORS.

USED IN
HOSPITALS.

RECOMMENDED
BY NURSES.

It is gratifying to note that every year a large number of consumption hospitals and sanatoria use Angier's Emulsion systematically. What better proof can be given of its value? For the successful treatment of lung affections there are two main essentials—first to heal the lung tissue, and second to improve nutrition. Angier's Emulsion does both. No other remedy has such a soothing and healing effect upon the entire respiratory mucous membrane, while its effect in promoting appetite, aiding digestion and assimilation, and improving nutrition has been demonstrated beyond a question of doubt, and is an established fact of therapeutics. From the very first symptom of consumption up to the last stage of the disease no better remedy can be employed. Angier's Emulsion positively has no equal for the treatment of coughs, bronchitis, and all respiratory inflammations. It is pleasant to take and agrees perfectly with delicate stomachs. As petroleum is not an animal oil, it is acceptable to all castes. Furthermore, in its preparation the Emulsion is un-touched by hand.

Angier's Emulsion

(PETROLEUM WITH HYPOPHOSPHITES.)

In three sizes. Of Chemists and Bazaars.
THE ANGIER CHEMICAL CO., LTD., 32 SNOW HILL, LONDON, ENGL.

2290-4

NEWBRO'S HERPICIDE

THE ORIGINAL remedy that "kills the Dandruff Germ."

GOING! GOING!! GONE!!!



A MAN'S WIFE
It is the duty of some wives to patch and darn the family's wearing apparel, but when the natural covering on hubby's crown wears through, show him the Newbro's Herpicide and he need not be afraid of being called a "dandruff" or "dandruffy" husband. Marvelous results follow its use. An exquisite hair dressing.

Newbro's
Drug Stores, \$1.00.

A. S. WATSON & Co., HONG KONG, SPECIAL AGENTS.
Applications at prominent barber shops.

1106-6

A CHALLENGE! A CHALLENGE!

Only the BEST QUALITY FATS and the
FINEST BULGARIAN VIRGIN OTTO
OF ROSES are used in the manufacture of

TOILET VINOLIA SOAP,

and we challenge anybody to prove the contrary.

VINOLIA CO., LTD.,
Soapmakers to the King.

2874-3

USE ONLY and USE ALWAYS

MOST
REFRESHING.

Far Superior
to the
German Kinds.

EAU DE COLOGNE

A NECESSARY
RESTORATIVE
IN SICKNESS.

ATKINSON'S

A LUXURIOUS PERFUME
IN HEALTH.

500 ml.

250 ml.

125 ml.

75 ml.

50 ml.

25 ml.

12 ml.

7 ml.

4 ml.

2 ml.

1 ml.

500 ml.

250 ml.

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12 ml.

7 ml.

4 ml.

2 ml.

1 ml.

500 ml.

250 ml.

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, N. T. Buttner, 9th March—Saigon 1st March, Rice and Flour.—Jespon & Co.

BENJOL, British str., 3,003, H. W. Bee, 9th March—London and Singapore 1st March, General—Gibb, Livingston & Co.

DOMGOLA, British str., 4,723, G. Phillips, 9th March—Shanghai 6th March, Mail and General—P. & O. S. N. Co.

HERCULES, Norwegian str., 2,439, G. Bjork, 9th March—Sorabaya 21st Feb., Sugar.—Shewan, Tomes & Co.

MONGOLIA, American steamer, 8,750, W. P. S. Porter, 9th March—San Francisco 6th February, Mail and General—P. M. S. S. Co.

MONTLAKE, British str., 1,737, F. W. Batten, 9th March—Saigon 1st March, Rice—Dowell & Co.

RAJAH, German str., 2,008, C. Wolf, 9th March—Kohschang 27th February, Rice—Machers & Co.

TRIUMPH, German steamer, 9th March, from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

March 9th.

Dongola, British str., for Singapore.

Hans Wupper, German str., for Saigon.

Hanau, British str., for Tsinan.

Kaisersberg, German str., for Hiole.

Oceana, British str., for Shanghai.

DEPARTURES.

March 9th.

AUSTRALIAN, British str., for Moji.

DACIA, German str., for Shanghai.

ELIN, RICKMERS, German str., for Bangkok.

FRITZLICH, Norwegian str., for Saigon.

GERMANIA, German str., for Bangkok.

HATTAN, British str., for Coast Ports.

HANWANG, British str., for Kobe.

HEBEI, German str., for Singapore.

KUTSANG, British str., for Calcutta.

PETRARCH, German str., for Saldan.

SUNGKIAN, British str., for Amoy.

ZAFIRO, British str., for Manila.

SHIPPING REPORTS.

The German str. *Rajah* reports: Strong monsoon.

The British str. *Bengal* reports: Strong monsoon and rough sea. Passed H.M.S. Subley.

VESSELS IN DOCK.

March 9th.

ABERDEEN DOCKS—*Dogney*, *Borneo*.

NEWTON DOCKS—*Vigilante*, *Langshan*, *Charles Hardinge*, *Proprietary*, *Falstaff*, *Seward*, *Wodehouse*, *Jenfeld*, *Brumfitt*, *Tsingtao*, U.S.S. *Ohio*, *Hannan*, *Hawking*, *Signal*.

COSMOPOLITAN DOCK—*Rein*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LAVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to BESIAN GULF and BAGHDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Cogliolo, will be despatched as above on MONDAY, the 12th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd March, 1906.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"SEALDA,"

Captain J. Kilpatrick, will be despatched as above on TUESDAY, the 13th inst., at DAY-LIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 6th March, 1906.

NORDDEUTSCHE LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA and MENADO.

THE Company's Steamship

"BORNEO,"

Captain F. Sembill, will be ready to load on MONDAY, the 12th March, and will leave on TUESDAY, the 13th March, at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents.

Hongkong, 6th March, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVORLICH,"

Captain Thomson, will be despatched as above on or about the 15th March.

To be followed by s.s.

"BENLEDI,"

About the 25th March.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th February, 1906.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"VERONA,"

Captain Dobrouz, will be despatched for the above Port or about WEDNESDAY, 21st March.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 21st February, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "l" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Masters. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	PLATE & NO.	DEPTH	CAPTAIN	NO. OF FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DONGOLA	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	To-day at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 14th inst.
AMSTERDAM, LONDON & ANTWERP	BENVORLICH	Brit. str.	—	Thomson	GIBB, LIVINGSTON & CO.	About 15th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLE	Brit. str.	1 m.	—	GUTTERFIELD & SWIRE	On 13th inst.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.	—	GUTTERFIELD & SWIRE	On 27th inst.
AMSTERDAM, LONDON & ANTWERP	DIOME	Brit. str.	1 m.	—	GUTTERFIELD & SWIRE	On 10th April.
AMSTERDAM, LONDON & ANTWERP	TEENAI	Brit. str.	1 m.	—	GUTTERFIELD & SWIRE	On 24th April.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.	—	GUTTERFIELD & SWIRE	On 8th May.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.	—	GUTTERFIELD & SWIRE	On 22nd May.
MAREUILLES, &c., VIA PORTS OF CALL	Frenestr	Ger. str.	—	Conver	MESSAGERIES MARITIMES	On 20th inst. at 1 P.M.
HAMBURG VIA SINGAPORE	PRINZESS ALICE	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 14th inst. at Noon.
HAMBURG VIA SINGAPORE	TEUTONIA	Ger. str.	—	Oesterreich	HAMBURG-AMERIKA LINIE	On 14th inst.
HAMBURG VIA SINGAPORE	LIBERIA	Ger. str.	—	Kier	HAMBURG-AMERIKA LINIE	On 16th inst.
HAMBURG VIA SINGAPORE	SAXONIA	Ger. str.	—	Sacis	HAMBURG-AMERIKA LINIE	On 19th inst.
HAMBURG VIA SINGAPORE	SELESIA	Ger. str.	—	Bahlo	HAMBURG-AMERIKA LINIE	On 31st inst.
HAMBURG VIA SINGAPORE	SENEGAMBIA	Ger. str.	—	Peter	HAMBURG-AMERIKA LINIE	On 18th April.
HAMBURG VIA SINGAPORE	CERDIA	Ger. str.	—	Schubnfeldt	HAMBURG-AMERIKA LINIE	On 2nd May.
HAMBURG VIA SINGAPORE	FERD LAEIS	Ger. str.	—	Meyordiroke	HAMBURG-AMERIKA LINIE	On 10th May.
HAMBURG VIA SINGAPORE	PERSIA	Ger. str.	—	Craglietto	RANDER, WIELEN & CO.	On 20th April.
HAMBURG VIA SINGAPORE	PELEUS	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 20th May.
HAMBURG VIA SINGAPORE	MACHAON	Brit. str.	1 m.	—	CARLOWITZ & CO., LTD.	On 2nd May.
HAMBURG VIA SINGAPORE	HECTOR	Brit. str.	1 m.	—	DAVID SASSOON & CO., LTD.	On 10th May.
HAMBURG VIA SINGAPORE	ATHENIAN	Brit. str.	1 m.	—	HONGKONG, 26th February, 1906.	1
HAMBURG VIA SINGAPORE	KEEMUN	Brit. str.	1 m.	—	FOR SINGAPORE, PENANG AND CALCUTTA.	
HAMBURG VIA SINGAPORE	LYRA	Am. str.	—	G. V. Williams		
HAMBURG VIA SINGAPORE	MINNESOTA	Am. str.	—	J. H. Rinder		
HAMBURG VIA SINGAPORE	AGARONIA	Am. str.	—	Ernst		
HAMBURG VIA SINGAPORE	DAKOTAR	Brit. str.	—	W. H. S. Hall		
HAMBURG VIA SINGAPORE	GLENFARO	Brit. str.	—	J. Kilpatrick		
HAMBURG VIA SINGAPORE	CHANGSHA	Brit. str.	—	McArthur		
HAMBURG VIA SINGAPORE	AUSTRALIAN	Brit. str.	—	Woltemes		
HAMBURG VIA SINGAPORE	PRINZ WILHELM	Ger. str.	—	—		
HAMBURG VIA SINGAPORE	PRINZ WILHELM	Ger. str.	—	—		
HAMBURG VIA SINGAPORE	POONA	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	MAZAGON	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	SEALDA	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	CHINGTU	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	TJIPANAS	Dut. str.	—	—		
HAMBURG VIA SINGAPORE	KWEITANG	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	OCEANA	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	KIUKIANG	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	APING MARU	Jap. str.	—	—		
HAMBURG VIA SINGAPORE	CHOYSANG	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	TUNGSHING	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	ICHANG	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	SHOSHU MARU	Jap. str.	—	—		
HAMBURG VIA SINGAPORE	DAIJIN MARU	Jap. str.	—	—		
HAMBURG VIA SINGAPORE	YUENSANG	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	LOONGSANG	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	TEAN	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	RUBI	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	ZAFIRO	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	BORNEO	Ger. str.	—	—		
HAMBURG VIA SINGAPORE	LIGHTNING	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	KUMSANG	Brit. str.	—	—		
HAMBURG VIA SINGAPORE	ISCHIA	Ital. str.	—	Cogliolo	CARLOWITZ & CO.	On 12th inst., at Noon.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEENKAI"	On 8th March.
GLASGOW and LIVERPOOL	"KEEMUN"	On 19th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"ANCHISES"	On 24th March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 4th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 11th April.
GLASGOW and LIVERPOOL	"MOYUN"	On 14th April.
GLASGOW and LIVERPOOL	"TEUCER"	On 14th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 28th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"MACHAON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 5th May.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 22nd May.

TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & alt. PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO-	"KEEMUN"	On 21st March.
AMERICAN COAST	"TEUCER"	On 18th April.
and PACIFIC COAST	"TYDEUS"	On 16th May.
For Freight, apply to—		
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	On 25th March.
	"NINGCHOW"	On 25th April.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th March, 1906.

CHINA NAVIGATION CO.
LIMITED.

SHANGHAI	"KIUKIANG"	On 10th March.
NEWCHIANG	"ICHANG"	On 10th March.
MANILA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KWEIYANG"	On 14th March.
KOBE	"CHINGTU"	On 2nd April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

I Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 8th March, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FURMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 11th Mar.
AND AMOI	H. Oita	at 10 A.M.
SHANGHAI VIA SWATOW,	"ANPING MARU"	About SATURDAY,
AMOI AND FOOCHOW	K. KOBAYASHI	10th Mar.
+ SHANGHAI VIA SWATOW,	"SHOSHU MARU"	THURSDAY, 16th Mar.
AMOI AND FOOCHOW	T. NEMOTO	at 10 A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux, Esq., Central.

Hongkong, 24th February, 1906.

T. ARIMA, Manager.

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HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTINE, BLACK SEA and BALTO PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SAILING DATES.

STEAMERS	HAMBURG	On 14th Mar. Freight.
TEUTOVIA	(Calling at Singapore)	(Calling at Singapore)
Capt. Oesterreich		
LIBERIA	HAMBURG	On 16th Mar. Freight.
Capt. Kier	(Calling at Singapore)	
SAXONIA	HAVRE and HAMBURG	On 19th Mar. Freight.
Capt. Siehe	(Calling at Singapore, Penang and Colombo)	
SILESIA	HAVRE and HAMBURG	On 31st Mar. Freight & Passengers.
Capt. Bohl	(Calling at Singapore, Penang and Colombo)	
SENEGAMBIA	HAVRE and HAMBURG	On 18th April Freight.
Capt. Peter	(Calling at Singapore, Penang and Colombo)	
SEGOVIA	HAVRE and HAMBURG	On 2nd May Freight.
Capt. Schenfeld	(Calling at Singapore, Penang and Colombo)	
C. FERD. LAEISZ	HAVRE and HAMBURG	On 16th May Freight.
Capt. Meyerdecker	(Calling at Singapore, Penang and Colombo)	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin and ships. Lighted throughout by electricity. Duly qualified doctor and stewardess are carried.

For Further Particulars apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDING.

13

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

1906

PRINZESS ALICE	WEDNESDAY	14th March
BAUERN	WEDNESDAY	23rd March
PRINZ REGENT LUITPOLD	WEDNESDAY	11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	25th April
SACHSEN	WEDNESDAY	9th May
PRINZ HEINRICH	WEDNESDAY	23rd May
BOON	WEDNESDAY	6th June

ON WEDNESDAY, the 14th day of MARCH, 1906, at NOON, the Steamer "PRINZESS ALICE", Captain Ch. Policky, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES, and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th March, and Parcel-Specie will be received on Board until 5 P.M. on TUESDAY, the 13th March, and Parcel-Specie will be received at the Agency's Office until NOON, on TUESDAY, the 13th March.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261.00	242.00	222.00
return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65.00	44.00	24.00
return	27.00	36.00	36.00
TO NEW YORK VIA SUEZ	64.00	44.00	26.00
via NAPLES, GENOA or GIBRALTAR	115.00	79.00	47.00
return	63.00	46.00	27.00
VIA BREMEN OR SOUTHAMPTON	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Colombo to Calcutta by rail or steamer is, however, not included.

INTERMISSION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

The Company's Steamship

DEFENCE OF OCEAN TRADE.

TEST OF THE BRITISH ADMIRALTY'S SCHEME.

A scheme for the protection of British merchant shipping, which has been elaborated by the Admiralty, will be put upon its trial during the grand manoeuvres of the present year, in which every British man-of-war will take part. It is confidently anticipated—writes our Naval Correspondent, that the unique and ingenious character of the proposals of the naval authorities will tend to reassure the commercial world, on the subject of the adequacy of the Fleet to guarantee freedom of movement for the mercantile marine, even while war is actually in progress, and thus enable steam vessels carrying food and raw material to this country to ply with little risk. If experiments are realised a naval conflict in which this country is involved will be robed of some, at least, of its danger, and the last will have been heard of the schemes for establishing national granaries, since there will be no ground for a rise in the price of food, the great industries of the nation will be enabled to keep running, and British shipowners will be under no temptation to transfer their vessels to a neutral flag.

More than half the ocean shipping of the world is British. Consequently the task imposed upon the Admiralty is one of great magnitude. The plan for this year's manoeuvres, however, will include a complete trial of the scheme on all the great trade routes. The co-operation of shipowners is essential to the success of the proposals, and this has been very cordially promised. This first, and the naval operations will be watched with great interest owing to the nervousness with which some commercial men have viewed the development of Admiralty policy which resulted in the disestablishment of three squadrons in distant seas and the elimination of about 160 ships from the active list. In the course of the manoeuvres an effort will be made completely to dispel such feelings by demonstrating that the new scheme of distribution of His Majesty's ships, and the unique plans for the protection of ocean commerce, offer a measure of security for British interests which have never before been considered practicable.

During the French wars we lost a matter of nearly 11,000 ships, but this was in the days of the sailing-ship. By the action of our fleet in the war with America we inflicted a loss on the British marine of the United States from which it has never recovered. It is the opportunity of the commercial gambler and the man who hopes to profit from a "corner" in wheat, or cotton, or other necessities. A part from such employment of ingenuity, there is a widespread belief that on the whisper of war prices will be rushed up. Rival Powers have long since realised that an attack on commerce is a good means of injuring the British Empire, and even years ago Mr. (now Viscount) Goschen, in a course of discussion in the House of Commons—

"I want to call the attention of the House very briefly to the fact that some of our rivals are practically giving up the idea that they would be able to meet us in the open sea, or if they were able to meet us in the open sea, that, at all events, the better policy would be to endeavour to wear out the patience of this country by prolonged attacks upon our commerce, our food supply, and our sources of production."

"They think that while our battleships would be lying opposite their ports they would be able to sweep down upon our commerce, until this country tired of the uncertainty and the injury inflicted upon us of the flag being transferred to other actions. It has been avowed in the most distinct terms. Scientists and politicians and statesmen have all commended this plan, and, what is more, they have voted upon it."

"The plan now is to build very fast cruisers which shall prey upon our commerce, and which shall inflict the damage upon which I have attempted to describe. We cannot sit still in the face of the construction of cruisers intended for that purpose. We know that purpose, and it is our bounden duty to defeat it."

In the old sailing days, of course, commerce was protected by means of convoy; but it has been realised for years past that this method is unsuited to the steam age. In the comfortable times when everything was done in a leisurely way, merchant vessels used to congregate at a rendezvous, and then sail in charge of a man-of-war. In those days such plan of defence would, of course, be impossible, because the number of British ships has increased, and the available men-of-war tend to decrease, while the cost of each unit grows at an amazing rate. Apart from torpedo craft, there is to-day not a single ship building for the British Fleet which will cost less than a million sterling, whereas in the days of the convoy quite adequate men-of-war could be built and equipped for about £50,000, with the result that we had an immense army of war ships, small and handy in the wind, available for this duty, whose special protection was their speed in contrast with the heavier and slower "ships of the line." The introduction of steam has changed the whole problem; lathe ships are now being built of great speed, and armoured cruisers with rates of steaming up to twenty-four knots. They are expensive, but their advent is driving off the sea all the cruisers without armoured belts and with no guns heavier than the six-inches. The old war has cost the British the belief which the Admiralty formed several years ago in favour of pure and armoured ships, and in the process of international rivalry for power and speed the size of the vessels has so greatly increased that a single one now runs into a fortune. Such men-of-war cannot be built in great numbers, and nothing less swift and powerful is worth spending money upon.

It is in view of these conclusions that protected cruisers have been cast on the scrap-heap and no more are being laid down for any of the great navies. Every ship now being planned will be large, swift, of heavy gun power, and consequently costly. So far as Great Britain is concerned, there is some advantage in this development, for reasons of economy will prevent rivals, all with great armies, and all of them poorer than ourselves, and with less at stake, building many armoured ships of high speed, which can let loose on the British mercantile marine. Certainly, the dangers to British sea-borne commerce in time of war tends to decrease, and it may be hoped with some confidence that, in the course of this year's "grand manoeuvres," the Admiralty will be able to reassure the commercial world as to the adequacy of the plans which have been evolved for defending the Empire and protecting its mercantile marine. It is oft-times imagined that if time of war an enemy's warships in large numbers will be able to roam the seas picking up British ships. This is a complete delusion. Now and again, by mischance, such vessels may get to sea, but some satisfaction can be gained by reflection on the following facts.

1. The British frontier on hostilities threatening, will be the enemy's coast, and it will be the object of British fleets to meet and fight the enemy's ships when they come out, and to prevent vessels with piratical designs escaping.

2. Owing to its system of intelligence, at any given moment the Admiralty knows where every man-of-war of a foreign Power is located.

3. As soon as war threatens, an enemy's vessels, in whatever sea they may be, will be "shadowed" in superior force, unobtrusively, but effectively.

4. Ships cannot move without coal, and we hold nearly all the coaling stations in the world, and France, our friend, if not our ally, has most of the remainder.

5. As the size, and power, and cost of ships increases, so the number available in foreign navies for commerce destruction diminishes. Year by year, apart from torpedo craft, whose operations must necessarily be largely confined to arrow waters, fleets decrease numerically.

The objective which the Admiralty must, of course, keep in view is the avoidance of the necessity of laying up merchant ships, thus withdrawing them from their trade. Such a course, if adopted by Great Britain, would mean grievous damage, if not national starvation, and at whatever cost the Government of the day is bound to guarantee the freedom of the seas. In as far as security can be assured, it is anticipated that the Admiralty's plans will meet all requirements. *Daily Telegraph.*

SEA TERMS IN COMMON USE.

Clean Bill of Health. A certificate endorsed by the Consul of the country to which a ship is bound certifying that on leaving port she was free from any contagious disease and that no such disease existed in the port from which she was sailing. Now "clean" denotes anything beyond suspicion.

Close Quarters. "To come to close quarters," now a well received term in general use. Originally was purely a sea term. "Close quarters, at close fight," sometimes also called "close boards," were halibuts stretching across a ship's decks which were used as a shelter when she was boarded. "Stays were so fitted in case of the negroes rising." "Fights" were somethings of padded canvas used for a somewhat similar purpose, namely for concealing the men when closing with another vessel. Shakespeare refers to them in the "Merry Wives of Windsor," when Pistol in a very nautical speech cries "up with your fights!"

Clo-sing. (I) not concurring to accompany on the way. It was probably a sea term originally and meant a fleet of merchant vessels protected by an armed force.

Decoy. A snare for catching wild duck. At sea it had a special nautical meaning, to so change the aspect of a war-ship that she might be mistaken for a trader so as to entice a vessel of inferior strength to come so close as to ensure her capture.

Dredge. A word which came to have almost entirely a nautical significance as a term for a vessel abandoned at sea; used generally to denote a wif.

Die to Pay. (the) and no pitch hot. A curious and well-known expression, purely nautical in its origin. The enterprising seaman in a wooden ship's deck was termed the "devil" owing to the difficulty of caulking it. To "pay" the seams, is to pour boiling pitch along them after the culkum has been driven in. This explains the origin of the term which has now come to mean colloquially, "The chance of a row and no extenuating circumstances" or something to that effect. "There'll be the devil to pay" is found in one of Dr. Wendell Holmes' poems.

Dismantle. A naval (and military) term. A ship "dismantled" was unrigged, and all her stores and guns taken out. A gun "dismantled" was "rendered unfit for service." A term now in general use for "stripped" or "disassembled."

False Colours. To sail under false colours, a phrase in general use which explains itself. Purely nautical in origin. "The Colours" in army and navy refer to the regimental and naval flags. To sail under false colours is a chuse in enemy is permitted; but the naval law does not allow of firing on an antagonist while under false colours.

First Rate. Now used in a similar sense as 1: a naval term which may still be found in the Navy List. In the days of wooden ships vessels of 100 guns and upward were "first rates;" ships of 90 to 100 guns were "second rates;" ships of 80 to 84 guns "third rates;" ships of 60 to 74 guns "fourth rates," which were comprehended under the general term "frigate" and never appeared in lists of battle. Fifth and sixth rates were less powerful vessels. In the time of the Charles's and the Commonwealth these ratings were different, there being only one ship of 100 guns in the reign of Charles I., the celebrated *Revenge*.

Full Duz. "To give him his due, or full due," is a term fully understood in a general sense. It is distinctly a naval term and will be found in the mouths of Marryat's characters. "For a full due" means "for good" or "complete" in naval parlance. One of Elizabeth's ships was the *Duque de Rivas*.

Gantlet. To run the gauntlet. This was possibly a military term originally, but the seaman made it (and the custom) his. Gauntlet, the Ghent run, was said to have been invented in that town, and was a punishment in which the culprit was compelled to run between two files of men armed with rope's ends, receiving a blow from each; it was used as a punishment for dirty crimes, such as thieving.

Grog. A mixture of rum and water, introduced as a drink in the navy in 1740 by Admiral Vernon as an attempt to check drunkenness, his seamen nicknamed him "old grog" from the program (*gross grain*) coat he was in the coin value and bullion value of the silver used, has yielded a comfortable profit to the treasury. The money is in circulation, people are becoming accustomed to it, and the transaction has been virtually completed at a small profit to date to the treasury, and without loss to any individual except the few who held on to the old coin until after the date when it would be taken except at its bullion value. It is a profit of every possible effort to call the money in, there were some who did not exchange when they could.

There is a possibility that all the Oriental countries which have adopted, and guaranteed, the ratio of 32 to 1 may find themselves in trouble by the rise of the price of silver bullion to a point above that. Without attempting to be exact, when silver sells for 62.5 cents per ounce it is about at the ratio of 32 ounces of silver "or one ounce of gold." If the Philippines Government can buy silver for less than that it makes a profit—or seigniorage—on its coinage, less cost of minting and transportation. The silver purchased by the Philippine Commission during 1904 cost on the average 56.227 cents per ounce, yielding a profit, when coined, of about 72 cents an ounce. Recently, however, there has been a rise in the price of silver, the latest quotation at this writing being 65.5 per ounce, so that if the Philippines Government were now buying silver there would be a net loss in coining of about 2 cents an ounce, in addition to cost of minting and transportation. That, however, is not the worst aspect of the case. If silver remains permanently at a price above its coinage value sufficient to pay the cost of melting and refining and still leave a profit, nothing can prevent the new Philippine coinage from being melted down and sold for bullion. This is a situation which affects all the Oriental countries which have adopted ratios around 32 to 1. Probably at present prices, the operation would hardly pay, but it would require only a very little additional rise, with prospect of permanence, to make a great deal of trouble in the Oriental money market.

cross had for some years previous to the Union been associated with St. Patrick, and was intended to be a symbol of that saint.

Jack Robinson. "Before you can say Jack Robinson," a term of considerable antiquity and said to be nautical. There used to be a popular naval song and dance of that title.

Kit. A seaman's wardrobe, also used in the army; and now a term in very general use on shore.

Laid Up. Though this is a term in such general use as now, it was undoubtedly a sea term originally. A vessel dismasted and moored in dock or harbour was "laid up."

Laudanum. This term we use daily in shore talk. Originally it meant any object on shore, such as Boston Stump," as the tower of Boston Church used to be called, which acted as a guide to seamen.

Live. To show your ear in. To intrude.

Live. "Live" only applies to the water. *Off and on.* We are so used to such terms that we never even think of their origin. This was with a vessel working to windward which approached the shore on our tack and stood out to sea on the other.

Off the Reel. or "right off the reel." Not unknown in shore parlance, but the speakers seldom or never understand the meaning of what they say. It refers to the Hand Log, "she is going foul—a knots right off the reel."

Offit. of which the meaning need not be given, is a sea term describing the stores and gear which a merchant vessel is "fitted out" for voyage.

Overboard. This also wants no explanation, and although evidently a nautical term is now in general use.

Overwhelm. This, originally, was purely a sea word, *overwelm* was the Anglo-Saxon for wave. The term is often met with in accounts of old voyages used in a professional sense. Overwhelmed is overpowered by the sea. In a similar sense it is used to one swamped by some sudden trouble.

Pistol. This term is often used by landsmen in describing a guide; it was long ago used as a term for the officer in later days called mate. *Pistol* is still the mate's appellation in Spanish waters and ships. The nautical name for a pilot was *lodeman*, and our modern word possibly comes from the low German *pisten* to take sounds and "lost the lead." But *lodeman* derives from "lods" to lead, so that there are two derivations to choose from. Another derivation of the word is referred to the particular kind of cap (from the Latin and Italian *pilus*) which pilots wore in early sailing days.

Plain Sailing. "All plain sailing" used in ordinary shore conversation supposes a wrong definition. Correctly it is "plain" sailing, the first of the "sailings" in navigation books when the ship's course is treated as an angle, and the distance, difference of latitude, and departure as the sides of a right-angled triangle.

Before the time of Mercator this was the "sailing" in use, and being so simple gave rise to the secondary meaning.

Point-blank. Perhaps not a purely nautical term, but military also. Used in common parlance for "direct." In firing it means the distance which a shot will go in a straight line and hit the "blank" which was the old term for the mark on the butt. For any long distance elevation of the muzzle is necessary and then the shot is not fired point-blank.

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